The Sea People

Austrian Wharram Meet
Atlantic Oro Part II
Cat Corner - Spain
Cruising the Florida Keys
News from SeaPeople
Tiki30 Alternative Cockpit

No 49

SEPTEMBER 2002

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The Sea People

Magazine of the Polynesian Catamaran Association

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Cover Picture: Johann Auer watching his sail trim carefully aboard his Tiki21 "Jonathon" at the Austrian Meet on 14th – 16th June 2002.
Photo by Ken Hook (see associated article on pages 12 to 15).

From the PCA Constitution:
The objects of the Association are to promote and further the interests of builders and owners of Polynesian Catamarans, and to encourage the development of good seamanship in all its aspects amongst the association's members.
"Polynesian Catamarans" shall mean the various classes of catamarans as designed by James Wharram.

News for Sea People

Coming Next Issue

Well, if it hasn't been noticed yet, next issue will be number 50. To celebrate this milestone we'll be producing a larger than normal issue. We'd love to have contributions from the 4 corners of the earth, the "5" continents and the "7" seas. Tell us how your build is going or what problems you are currently having. Have you been on a mini or a MAXI cruise recently? I'm sure members would love to hear your stories.

Tiki 46 – Rigged and headed for Iberia (**see letter page 26)
Cool Change – Part III SE US coast
Florida Keys Cruising
UK PCA meeting Reports
Look Far Launching Report
Modified Decking Slats
African Tangaroa "Boa Gente"
Fishing or Angling / Fish for the Table Part II

Due to pressure on Ann & Neville to sail south (see letter p26), we don't have a photo set to accompany the article text we already have and promised for this issue.

Is this a first ??? As usual the content was created by members of the PCA and passed to the editor. It was printed by our regular printer's in South London. ***But*** the final preparation of the magazine has been done by the editorial team working in Rotterdam. We are sure that this is the first time anything major has been done outside of the UK and is a step towards making the PCA truly a world-wide association.

Launchings - Summer 2002

⇒ TIKI 26 "POLYNESIA"	– Luis Estevez	ARGENTINA	Launched
⇒ TIKI 26 "LOOK FAR"	– Jerry Slack	ENGLAND	Launched
⇒ TIKI 21 ???????????	– James Mackie	ENGLAND	Launched
⇒ PAHI 42/52 "NOOTKA DANCER"	– John XXXXXXX	CANADA	Launched
⇒ Your boat ?????			

SPECIAL SEASONAL DISCOUNTS AVAILABLE

On a brief visit to the Jeckells loft to pick up Gerard Jansens's sails, Chris Jeckell mentioned to me that he would like to inform PCA members that any orders placed between September 1 2002 and December 31 2002 will receive reduced rates. Delivery of your order can be scheduled for your convenience. Jeckells have recently moved into a newer, larger facility and expect that this move will enable them to offer improved services to all their customers, past, present and future.

Who's crazy now ?

Hi Folks,

I'm sure we've all been told by associates / friends / families how crazy we are to dream of casting everything off and going cruising in one of James's "escape machines".

Well, with increasing instability of so called "stable" modern life with it's terrorism, financial and employment uncertainty and finally this summer, the floods rampaging through central Europe, south of France, US, India, China..... it begs the question ... Just how risky are our dreams ?
Now, I'm not suggesting that modern, "civilised" society is going to "hell in a handbasket", but our dream of getting away is a viable option. Maybe not today, maybe not for everyone but still an achievable not unreasonable goal.
Not everyone will get there, none of us will follow the same path but if you want something strongly enough you'll find a way. So put the naysayers' doubts to one side and focus on what you want to achieve. Plan and improvise your way to your goal. Good Luck everyone.

In a somewhat similar vein, The PCA office has heard, earlier this year, from a few concerned members of the rumoured demise of the PCA. Well as someone once said "Reports of my death have been greatly exaggerated". So it is with the PCA. In fact, our fiscal health has probably never been better and the rumours can be firmly rebutted.

This is not to say that we don't have problems. Loss of our forum and sporadic updates to the website being one area that has been a concern. My duties as webmaster have had to take a back seat to other matters this year. Now that the magazine is back to our intended schedule of March, June, September & December, I'll be able to spend more time on website development. I hope I've managed to elicit help in this area from a couple of PCA members, so hopefully progress will be seen pretty soon.

On a brighter, lighter note – I have to thank all contributors to date who have sent articles, photos & mail, either to the PCA office or to the electronic "mailboxes" (see details at foot of page). This has helped in putting the last two magazines together. The electronic delivery system is a big help as it reduces the workload at the PCA office (Ken & Anita won't need to transcribe and forward to me). If you can't use electronic means and we know that this isn't possible for all members, don't let this stop you from contributing.
The fact that there has been enough material sent in to announce the contents of the next magazine (started last issue) has been extremely helpful. Please, please continue.....remember we plan to offer nominal gifts in appreciation for your efforts also. But first and foremost, in sending in articles and news items (no matter how small) you are contributing to the education, enjoyment and welfare of your fellow PCA members.

Fresh winds & fair skies,

Dave

** The production of this issue has had a few logistical problems. So special thanks must go to our hard working secretary (& assistant editor) and his equally hard working spouse, Anita, who has been looking after the PCA office in Ken's absence **plus** the hospiltality and support afforded us by Geoff and Inneke Cann.

All members sending in articles for submission to the mag, will be entered into a drawing at the AGM. Prizes will consist of PCA clothing, burgee + the articles that have been presented in the money saving column for that year.

Articles for submission to the mag can be sent to the PCA Office or electronically to
pcatxt@pca-seapeople.org (for articles, simple txt is best, .doc is fine also)
and pcapix@pca-seapeople.org[for pictures or drawings] - bmp & jpg formats preferred
(pictures should be scanned in at 300x300 resolution and should be no more than 300K please)

Moving forward with a Melanesia

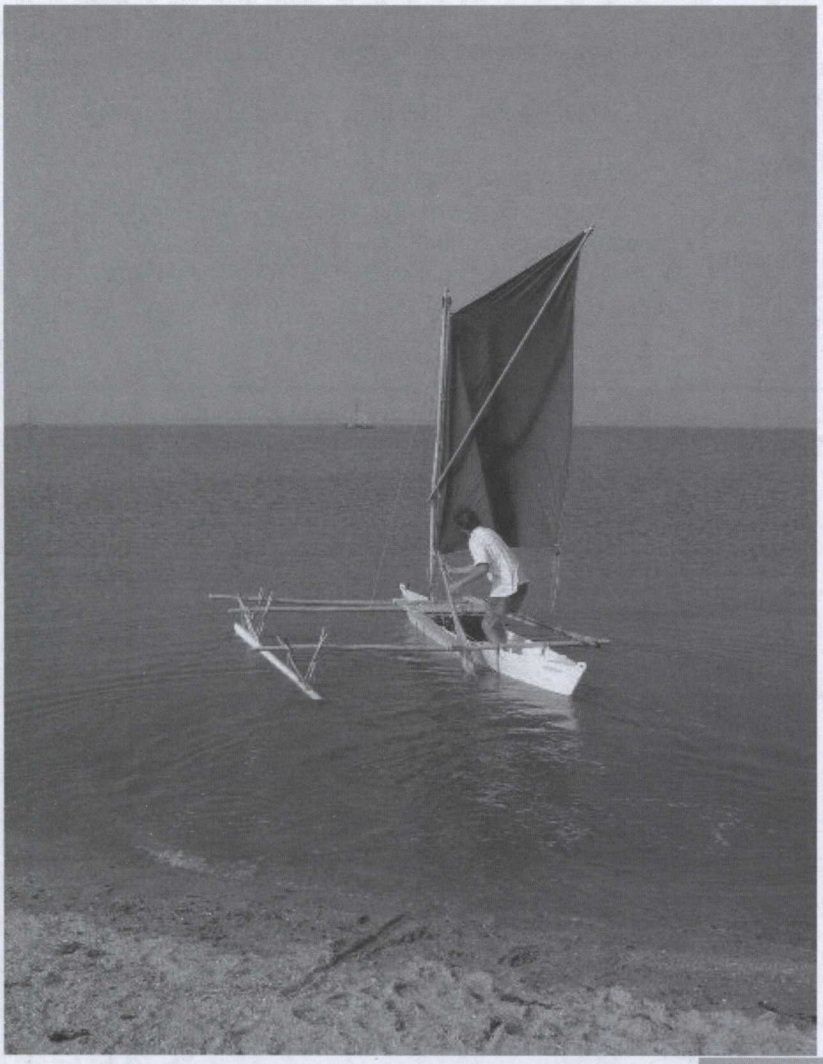
Nico Boon

From 1969 to about 1980, the Hina "Turanga" has been my catamaran. That boat is now owned by a member of the CTC (Catamaran and Trimaran Club Nederland), so it is more than 30 years old, but needs some repairs. Since 1978 I sail with the 18 ft. cabin-cruiser, designed and owned by Lars Oudrup, named Bibi, after our late cat (the animal). I sail it already many years with a gaff rig (short 18 ft mast). It has a raised cabindeck over the full beam of 10 ft, so there is a lot of inner space. In the hulls "standing" headroom of about 1.60 m. Enough to put your clothes on after a good night sleep. I describe it as a double bed with two hulls hanging on each side. Daggerboards are on the inside of the outerside of the hulls, following the V-d sides. Vertical lifting rudders hang on the stern, in boxes. But I always like the form of the Wharram designs, especially with the new Dutch inspired gaff rig, with the short gaff. My best wishes and good luck editing the magazine. I did that work for the CTC Nieuws, from 1968 till 1998. Now I only write for it, apart from my activities, calculating and developing the Texel Rating system for multihulls.

The Melanesia Adventure of Nico Boon: A fixed opinion of mine is the line: "The smaller the ship the greater the fun". That sentence I remember from the book by Weston Martyr. "The two hundred pounds millionaire". And he is right. But that does not mean that the first thing you have to do now is to buy an Optimist pram dinghy. Small within limits is meant. But quite small is the outrigger proa Melanesia, the smallest design in the series made by James and Hanneke. My son in law Ronald de Boer, years ago built the Narai "Tortuga". He described some practical ideas about the building in the booklet "In the wake of the Sailorman". Now he really took the small route and constructed a Melanesia outrigger canoe. To be safe with this open canoe, he added two watertight boxes under the place of the seats. Makes the thing a bit heavier, yes, but that could not be helped. You are not lifting the lot all the time, do you? His wife, my daughter Marijke, made the nice brown red sprit rig sail. A sailmaker in Groningen, made the slightly bigger Polynesian lateen type sail. In fact that sprit rig, after the sailing, can easily be rolled around the sprit and with a small line the whole bundle be nicely connected to the very short mast.

Moving forward with a Melanesia

Nico Boon



form no problem, but the short steep ones do. And there are steep ones where we sail. On the Waddensea near Lauwersoog and the connected lake inside the dyke laid many years ago, to make the land more safe. We live below sea level in Holland and need to do a lot more, to go on, living in that manner, with the rising sea level and the sinking land, because of the exploitation of the natural gas fields here. It gives a very fine feeling to sit so near the water and without paddling move with a speed of 3 to 5 knots through the water. Much more comfortable than moving on a racing catamaran or travelling on a surfboard, though slower.. Maximum pleasure with a minimum input, you can call it. The outrigger proved to be a bit on the thin side. Thinner than on the drawings. You have to use the tree you can find. But if really necessary, that tree can be cut horizontally in half and a plank glued between the two parts for more volume and weight. Handling this water vehicle on land is quite easy. Everything can be taken apart and transported on special racks on a pick-up VW. Sitting on that small boat and sailing has been an experience indeed. Feeling very close to nature. The platform has proved to be an excellent place too, to make pictures of other boats, sitting so stable and so near the water.

Nico, do Hanneke & James approve of you calling the Melanesia a proa ?? ;-) Ed

But how does this all work out, how does it sail and handle? It proved to be a help, with stronger winds, to have the plank outside and alongside the canoe hull to sit on, with your feet inside the hull. It is practical too, to bind an extra paddle and fish gear on it with elastic cord. But it is fine too, to sit inside on the watertight box as I did. 75 years of age with a weight of 75 kg. On the front seat. It made the sailing better than with one crew. With one person only, some water ballast makes sense, but not 75 kg. Say 25 kg. The bigger steering paddle helps a lot to sail quite good on the wind where it was designed for and even helps to tack, by paddling, if not completely successful by steering alone. Adding two slatted platforms to the design and of course to the weight again, made it possible for one person to camp inside, 10 cm. below the deck line of the hull. That you may call inside. With a sleeping bag, the sky is the roof of your cabin. Smaller is hardly possible, is it?. But lots of people have cruised with an 11 ft Mirror dinghy, with a bit more inside, but less length. An Eskimo kayak has even less inside. Is only inside, you may say.

And what cruising has been done by these needle boats!The proa goes fine through the water, but it becomes rough and wet sailing with bigger waves than a nice ripple. Long waves

Tiki 30 – an alternative cockpit design

Gunter Zimmerman

The Tiki 30 plans are available with two different cockpit designs: the open bridgedeck type with canvas seats and a deckpod version. If the boat is used as a trailer-sailer one has to stick to the canvas seat type as it is a light weight construction and the rest of the boat is already very heavy for trailing.

We believe in the open bridgedeck concept but wanted more storage capacity for long term sea sailing. So we decided to have plywood seat lockers instead of canvas seats (as most of the Austrian Tiki 26s have).

The aims of the design were:

1. next to no additional windage compared to the canvas seat version
2. maximum storage capacity
3. a Yamaha four stroke engine (9.9 hp – ultra longshaft version) near the centre of gravity
4. a weight hopefully not exceeding that of the deckpod version

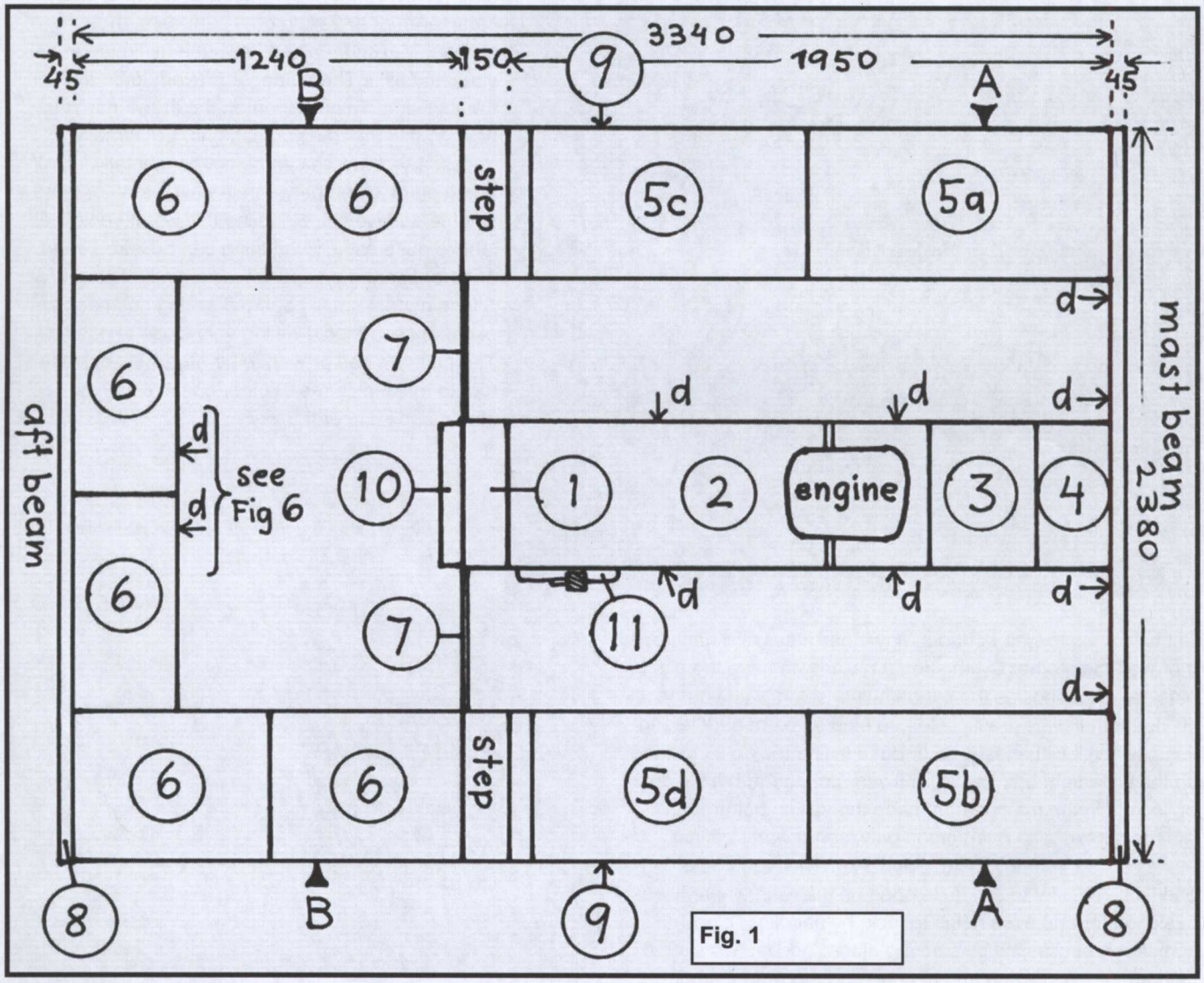


Fig. 1

1... winch table.
2...engine well: allows to change the propeller from above when engine is tilted. When engine is down it can be covered with two lids giving an ample table area.
3...tank compartment.
4...no-lid compartment: On the front wall a halyard winch is mounted.
5...seat lockers 390mm deep:
5a houses the battery and other electrical appliances.
5b contains the anchor rode and the parachute sea anchor with its rode.
5c and 5d reach under the step.
6...seatlockers 260mm deep.
7...stiffening wall up to level of 6(see Fig.3).
8...45x45 ledges lying on the appropriate ledges of the beams.
9...positions of lashings to U-bolts on cabin walls.
10...box for displays and starter switch.
11...remote control with lever. ***d***...drainage slots. A-A and B-B...cross sections to show bottom construction (Fig.2).

Tiki 30 – an alternative cockpit design

Gunter Zimmerman

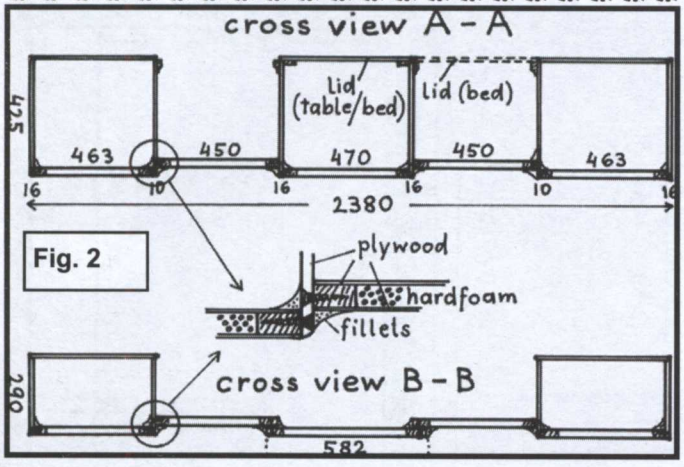


Fig. 2

The height of the mast beam allows a cockpit height of 435mm (not overlooking the beam). The rear of the cockpit has to go down to 290mm to keep the hull entrances accessible. So the cockpit has to have a step. Our cockpit is basically a "box" of 3340mm x 2380mm. All measures given in this report are based on this size (and given in mm). But do check your own measurements beam to beam and hull to hull !!!

Instead of two sheet winches for the headsail we use a central winch on a table just aft the engine well. In the winch table we integrated four water-tight compartments accessible through inspection hatches (two from each side) for signal rockets etc. At the rear of the winch table is a box for four displays of the navigation instruments and the switch for the electrical starter of the engine. The remote control is on the starboard side wall of the engine well. That means one has to pull the lever back to get into forward gear (no problems after a short training period).

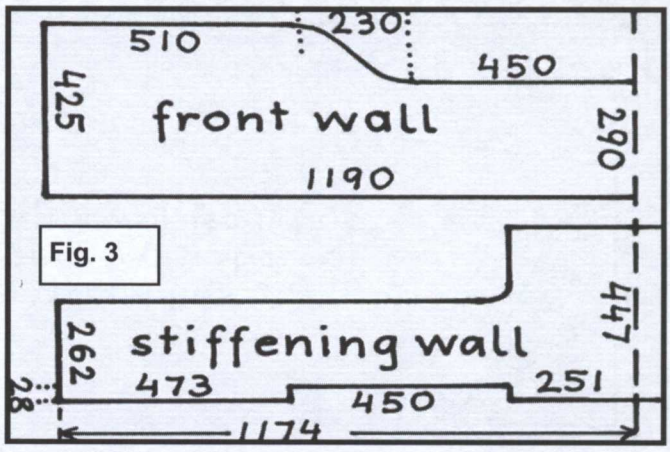


Fig. 3

The bottom is built up by six units of sandwich: 20mm PS (polystyrene)-hard foam (as used in the building trade) between 2 layers of 4mm Okumè plywood stiffened by ledges of Alpine spruce (German: Fichte, American: European redwood). The distances between the crossledges (not shown in Fig.2) should not exceed 200 mm. Under crosswalls we used 20x45 ledges, otherwise 20x32. We integrated them into the main 20x45 ledges (parallel to the ship´s center line) by notching. Before building a sandwich construction do read the report from Steve Turner in"Sea People"41, p.23,24 (Integral tanks and foamed-in buoyancy)!!!

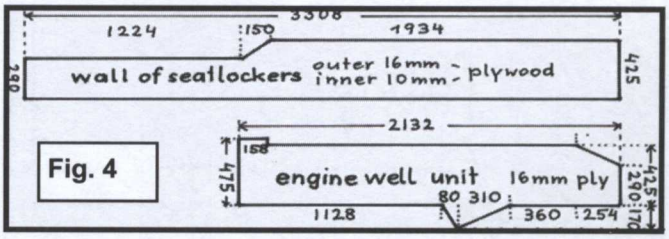


Fig. 4

Design details

1. Engine suspension:
The transom now reaches 170mm down from the cockpit bottom. Our draft is approx. 720mm. This might vary from boat to boat. So you might be forced to go deeper down (as we had to do after the first sailing season). We used a laminate of 2.5mm-ashlayers. (We had learned to prepare it by laminating the tillers which worked much better than bending stiff mahogany ledges!)

2. Drainholes:
Each sidewall of the engine well has two slots at the bottom. The lockers are drained through holes in the outward walls. A special drainage construction exists between the two lockers in the rear and the bottom underneath (Fig.6, see also Fig.1).

3. Cables of the remote control:
They lead through a drainhole in the sidewall into the engine well and in a big loop through a slot in the 6mm plywood bottom cover (Fig.5) to the engine.

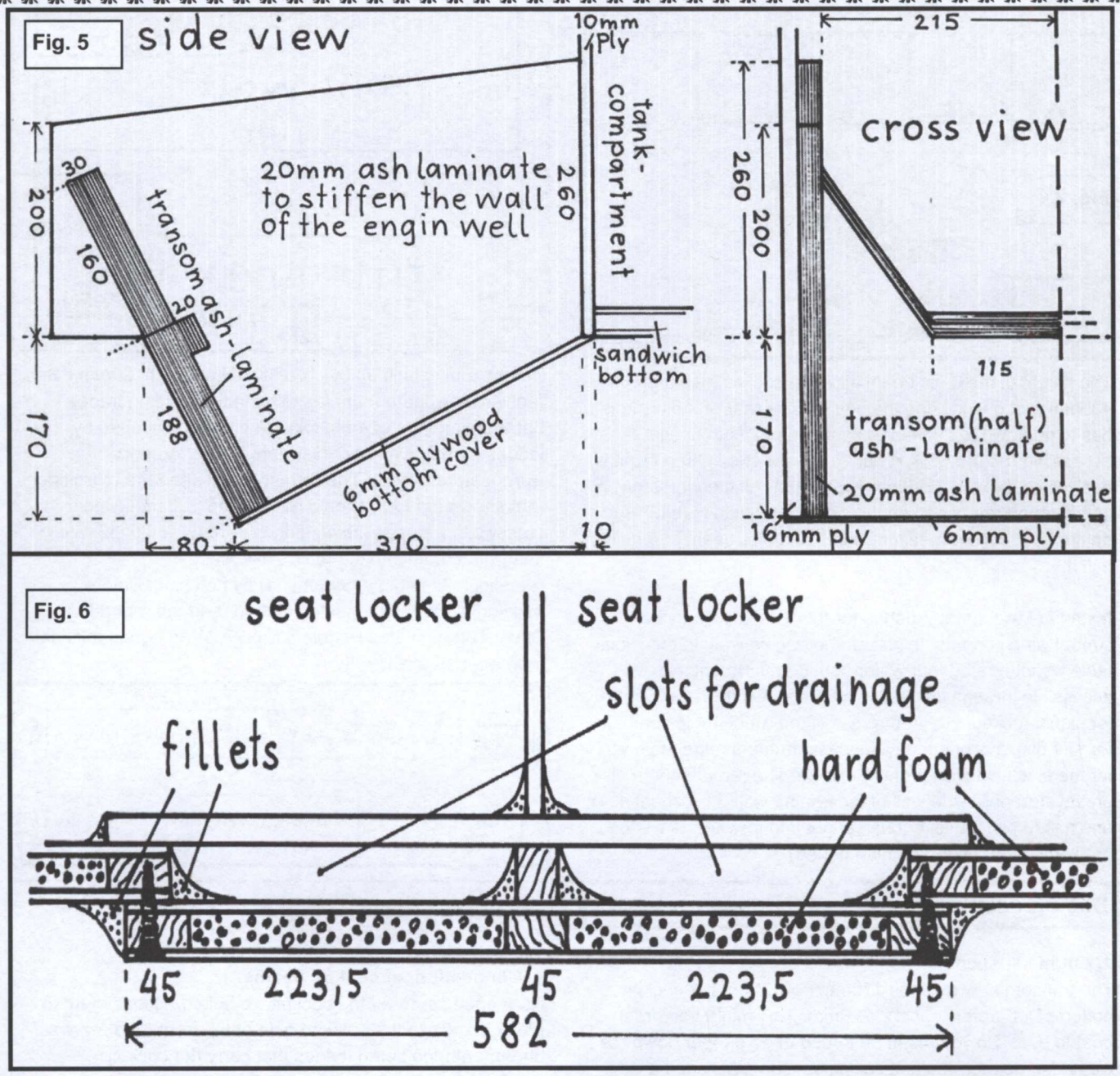
4. Connection of cockpit beams:
Near each corner of the cockpit we bolted a piece of Iroko (330x70x40) to the outward side of the front- and rearwall underneath the beam ledges that carry the cockpit. Sideways we fixed it by four small Iroko pieces screwed to these ledges.

5. Lashings from the sidewalls of the cockpit to the hulls (see Fig.1: No.9):
We fixed a big U-bolt to each cabinwall which we had stiffened both inside and outside the hulls with 15mm mahogany (on the upper end integrated into the roof-fillets). The cockpit was lashed through two holes in the outward sidewalls with 5mm 8 plait polyester rope. We had re-inforced this area with 15mm mahogany as well.

6. Reduction of water coming up between hulls & cockpit:
We screwed strips of 6mm plywood to the edges of the cockpit-bottom reaching towards the hulls and leaving only 10mm for free movement and drainage.

Tiki 30 – an alternative cockpit design

Gunter Zimmerman



As the crosswalls are symmetrical, only one half is sketched. The rear wall is a 290x2380mm piece.

The outward walls and the stiffening crosswall of the cockpit and the walls of the engine-well unit (Fig.1: No.1-4) are made of 16mm Okumè plywood (10+6 glued), all other walls 10mm.

The lids of the lockers and of the engine well are made of 10mm poplar plywood to reduce weight. The whole cockpit was sheathed with 200g/m2 glass fabric.

After two sailing seasons and 2000 nautical miles we are now sure that the design meets our requirements. It did not show any serious problems so far. (For further information and illustrations see: Sea People 43, p.40-44).

This design was a reaction to your report on the Tiki 30s on Lake Kariba (Sea People 34). Cal O´Neal (Tiki 30- "Copy Cat") and I were at that time already worried after we had seen photos of these boats in the Austrian journal "Yacht Revue" looking heavily overloaded in the stern area.

I wrote the article on the cockpit a last year during a visit to the boat in Tunisia.

The drawings were made by my wife, Gundi and the layout by my son, Matthias, who is a professional Graphic Designer.

Gunther

Making Your own Series Drogue

The mention of a drogue in the last issue, stirred some brain cells about a series drogue that I came across as a member of the Seven Seas Cruising Association. It's use is approved (recommended ?) by the United States Coast Guard. It consists of a series of small, ripstop nylon cones with webbing attached (see below).

The recommended number of these small drogues may seem a lot, but they do have a track record of working very well.

For a multihull of 6,000lbs displacement, 130 drogues are recommended. At 10,000lb the number increases to 140 and 18,0000 to 150. For monohulls of similar displacement 10,000lbs (100 cones), 15,000lbs (107) and 20,000lbs (116) [the tables I've looked at don't have direct comparative displacements].

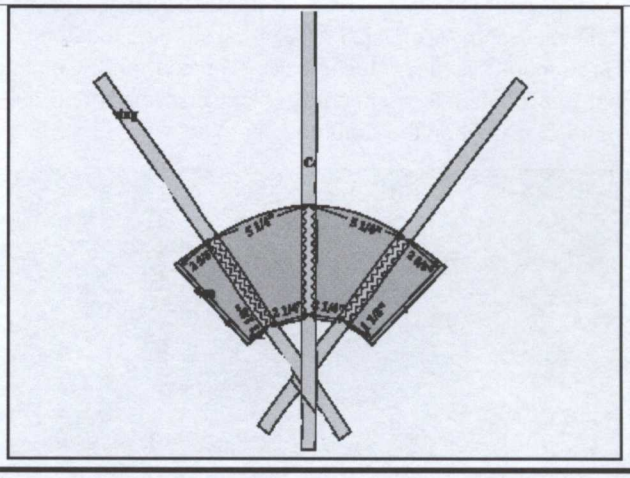
There's an inference that due to our craft's lighter weight and higher relative windage in respect to monohulls, there is a larger minimum number required to initially stablilise our craft.

Now this number may look daunting, but having made the first couple, (I personally throw away my first two or three and put that down to a learning curve), an assembly line approach will probably see you creating several drogues per evening and eventually the numbers will take care of themselves. This is definitely a project for cold winters' nights.

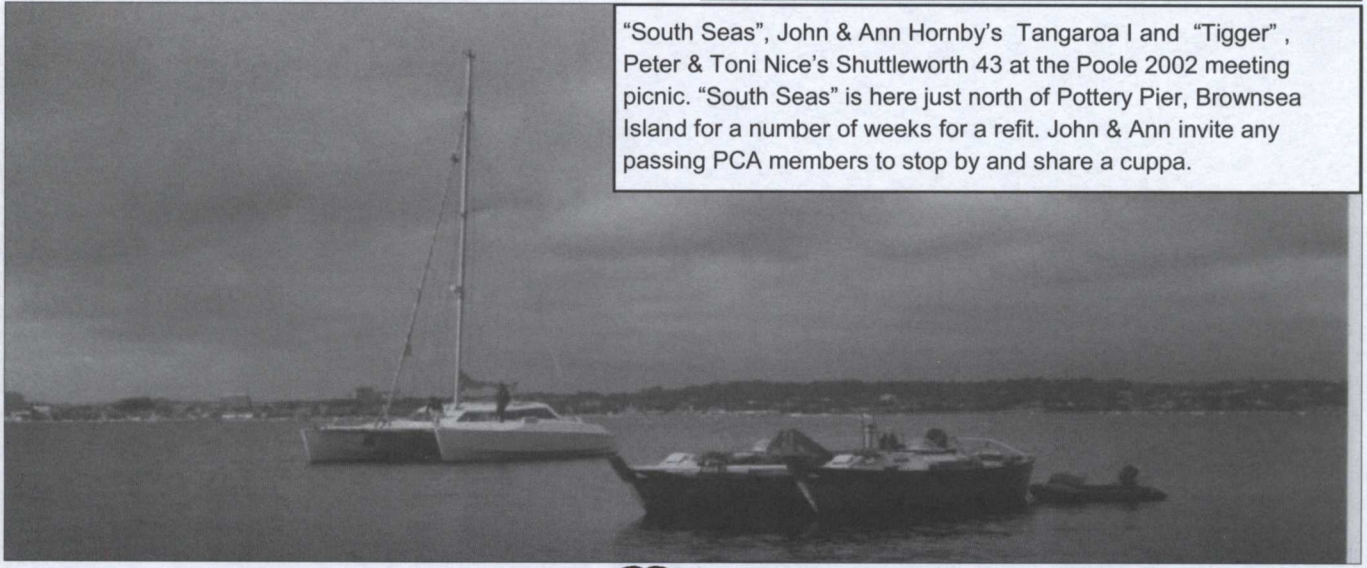
Construction consists of cutting the ripstop nylon to shape and sewing three webbing straps to each piece. The longer sections of the drogue straps are connected at a junction in the drogue cable (3 strand or braided nylon), as are the smaller ones at a second junction.
These series drogues are available commercially from any good sailmaker, ***but*** the project is labour intensive (with the associated expense) and to me makes sense for a DIY project and hence an opportunity to save precious money.

Materials List per cone –
3 webbing straps 18mm x 75cm.
Cone from ripstop nylon.

Creation of cone.
1. From a sheet of ripstop nylon scribe two quarter circles, 30cm & 15cm radii, the are between these arcs are the cone.
2. Mark 6mm in from the straight edges, these 6mm borders will eventually overlap and enclose the cone.
3. Lay the centre strap across the cone, with 38cm overlap at the wide end of the cone, this should mean you'll have about 23cm overlap at the narrow end.
4. For the outside straps, the same overlap measurements should be used, but they are angled in slightly. At the wider, mouth end, the strap should be 6cm in from the corner and 3cm from the narrower ends corner.
5. Sew webbing to cone using zigzag stitching.
6. When all three webbings are attached, bring the 6mm marked borders (as in 2 above) and overlap them and stich using straight stitch along each edge for a double stitched finish along this join.



Attachment & deployment of the drogue will be covered in the next issue.



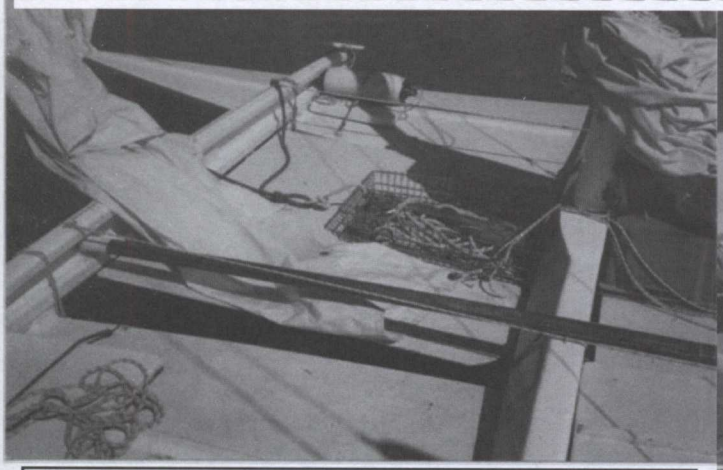
"South Seas", John & Ann Hornby's Tangaroa I and "Tigger", Peter & Toni Nice's Shuttleworth 43 at the Poole 2002 meeting picnic. "South Seas" is here just north of Pottery Pier, Brownsea Island for a number of weeks for a refit. John & Ann invite any passing PCA members to stop by and share a cuppa.

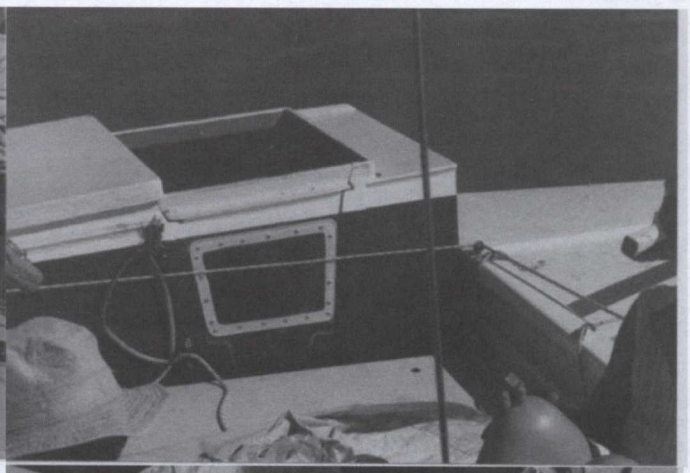
Austrian Wharram Meet 14-16 June, 2002 Ken Hook

The raft-up formed on the Friday evening on the north side of the most northerly island in the Neusiedlersee. Daylight fell as Cristoph's un-named Tiki 21, Gerald and Brigitte Winkler's Tiki26 "Kananaskis", Johann Auer's Tiki 21 "Jonathon" and Reinhold Schroder's Tiki26, "Two Huskys", tied together.
Three more Tiki26's, "Muchefuck", "Tapioca" and "Gemini" joined after dark in time for the traditional hot sausage feast. The last four boats left to spend the night elsewhere and the photo shows the first three boats with a family of swans along to share breakfast on the Saturday morning.

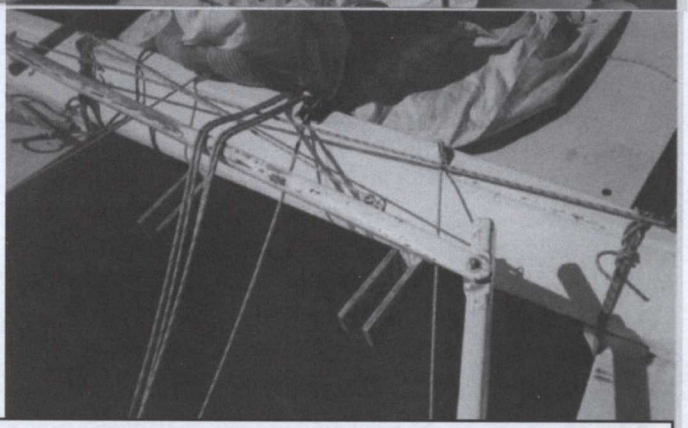
"Jonathon" moving along nicely with cruising chute alone and about to overtake "Kananaskis".
He seemed to have a private supply of wind slightly greater than available to us.

Austrian Wharram Meet 14-16 June, 2002 Ken Hook





Some interesting features on "Two Huskys" -
There is a steering line running along the front beam and back past both hatches to the tiller bar which allows the boat to be steered from anywhere on deck or either hatch. Note the perspex window in the hatch.
The decks are flat and rest on full length battens attached to the bottoms of the cross beams. The aft ends of the battens and the fixing to the beams can be seen clearly. They extend forward to support a platform to work at the jib. The particular benefit of this system is the components are light weight allowing the boat to be assembled and taken apart single handed. There are holes in the main deck for tent poles.



Gerhard Bobretzky welcomed me as crew on board his Tane for the Sunday sail from Rust back to Jois.
The photo of "Tane" shows some well thought out features. Gerhard has two sheeting positions for foresails and is seen switching to the outer position on the outside of the coach-roof. The alternative position is at the inner side of the coach-roof. The forward boarding ramp is a lightweight aluminium ladder in the centre. When not in use, it is covered by four battens attached by ropes to the fore netting supports, two on each side. When the boarding ladder is required, the battens are just folded away to either side on to the netting. The mainsail is fully battened which gave some benefits in the light winds we had.

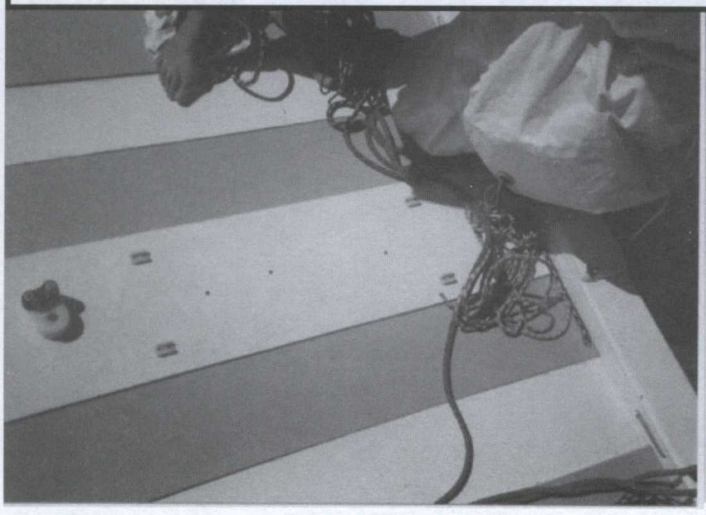
Austrian Wharram Meet 14-16 June, 2002 Ken Hook

Johann Auer has a very light but effective boarding ladder on "Jonathon" and he is seen demonstrating it.

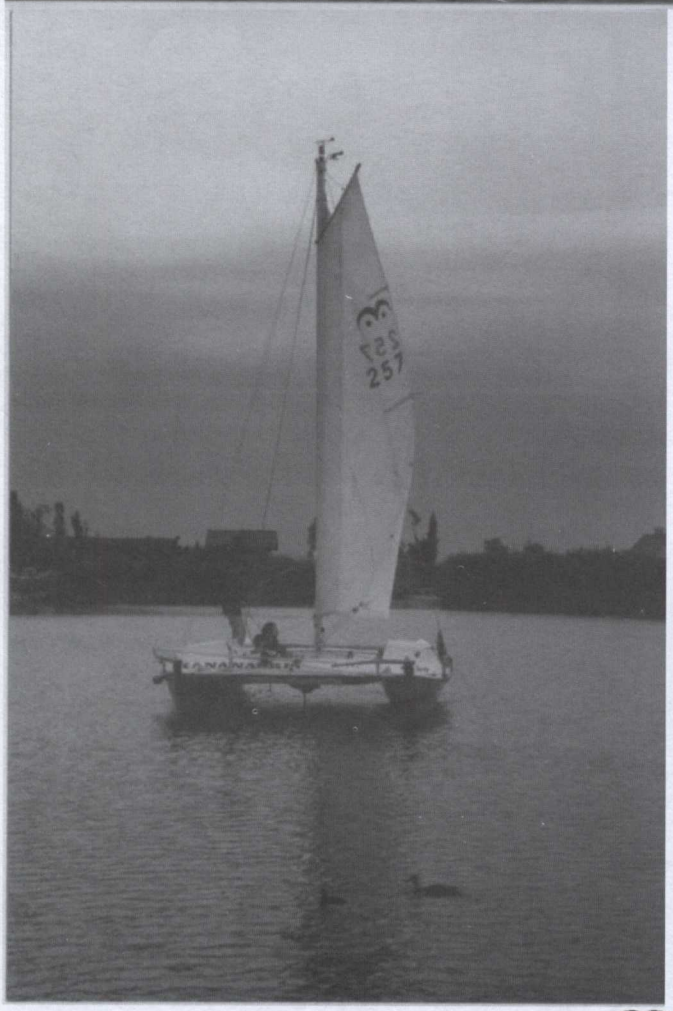
Johann Auer at the meal on Saturday night, in Rust, is wearing a T-shirt which tells the story of his trip to the Adriatic the previous year. Part two is on his back.

Eight boats rafted together against the reeds, for the Saturday night in Rust. The evening get-together was a lively greeting of friends and a marvellous forum for exchange of experiences and ideas. Good food and drink as well. I was delighted to have finally attended an Austrian meet after failing to achieve this in the past. Next time Anita will definitely accompany me. Ken

There is a compact deck box on "Jonathon" which can be stowed away when not required and Johann demonstrates how easy it is to fix and remove.



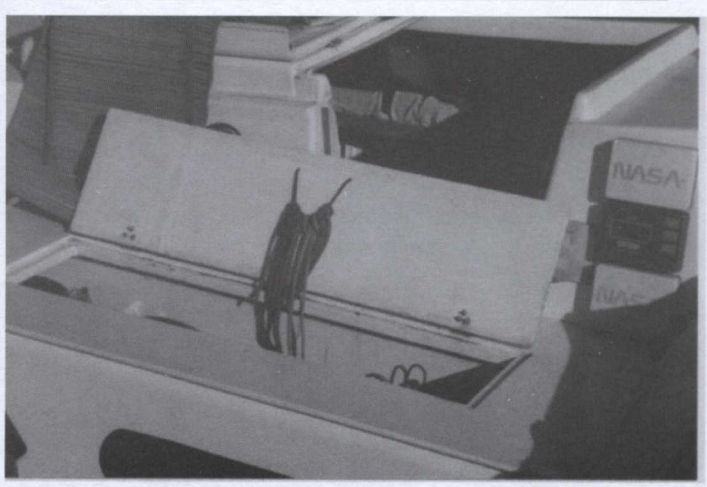
Austrian Wharram Meet 14-16 June, 2002 Ken Hook



Gerald and Brigitte Winkler waving goodbye from their Tiki26, "Kananaskis" as they head back to the office. My thanks to them for having me aboard on Frriday and Saturday.

As "Kananaskis" sails up the channel from Just to the lake they get the benefit of a morning breeze. Following later, on "Tane" we never see them as we sunbathe and drift north.

Where to store those handy pieces of rope you always need in a hurry? Gerald and Brigitte have them under the seat lids attached with a lark's head, so you can see at a glance which one to use.



NEWS FROM SEA PEOPLE

FRANCE

Dear Sea People,

I am happy to see you rising triumphantly above yet one more of the endless disasters caused by modern technology, privatisation, globalisation and all the other advantages of our times.

Please keep up the good work! "The Sea People" is the only source of useful information in the entire yachting press, precisely because it is not in the "yachting press".

And please also, never succumb to the temptation of "professionalism" which would rapidly convert our magazine into yet another dreary fellow-traveller of "Yachting World", "Yachting Monthly", "PBO" etc, etc, politically-correct, advertising - dominated & written in the slick & dreary prose of Newsweek & Time Magazine.

Sincerely
Malcolm McFarlane
PS I will be sending you some notes on Portugal, Spain, & the Canaries soon.

BRAZIL

Hi,

Am just back from a week in Buenos Aires. The original idea was to sail "POLYNESIA" over from Montevideo to BA on the weekend, as Monday was a holiday. But the weather was absolutely lousy. Rain and cold weather, but frightening thunderstorms, with a Pamper announced, that came through during the night Sunday Monday, flooding the house I was in, through some silly problem in the roof. Glad we didn't try. Now Luis, his wife Claudia and Change will probably sail her over coming weekend. She will receive the cockpit tent and etc. in BA, where the nautical infrastructure is much better than in Uruguay and prices are, now, quite inviting. Besides, as no catamarans are around, the community is quite curious about the boat (Tiki 26). In Uruguay Luis already did some nice sailing, Up to Punta del Ester and some other places. We saw a film about it.

For the lack of some other transport, we sailed a lead miner on the Plata, mainly motoring of course. The occasion was that the local icebreaker Amaranth Ibiza came back from Antarctica, where she assisted a German ship that got caught in the ice and was in danger of getting crushed. The nice detail was that 98 years ago, the Argentinean wooden sailing ship "URUGUAY" rescued the Antarctic Nordenskiold expedition from the ice. She is kept in good shape and was towed out to the outer harbor, to receive her younger sister, coming in from another rescue.

Regards Frank Sarnighausen

USA

Please note my change of address (attached)

I am out cruising in my Oro and just completed a trip from Seattle to Alaska and back. In a couple of weeks I will be heading out to San Francisco and then cross to Hawaii for the winter.
Thanks for all your work.

Chuck Hinman

CANADA

Mike (Haromy) was lucky to have an all Girl crew help him set up his poly tent shelter in the back yard of their Toronto area home.
Mike and Marta have completed the lower 1st hull of their Tiki 46 and will be turning it in September (with appropriate celebration)

Thanks, Jim Mathieson

Cat Corner Mar Menor, Cartegena, Spain

Mike Wynn

Mar Menor, an almost landlocked bay in the province of Murcia in south eastern Spain is a body of water some 10-15km wide by approximately 20km long. Depths of water are less than 7 metres, some places much less. This will be the site of the October Rally hosted by Mike Wynn.

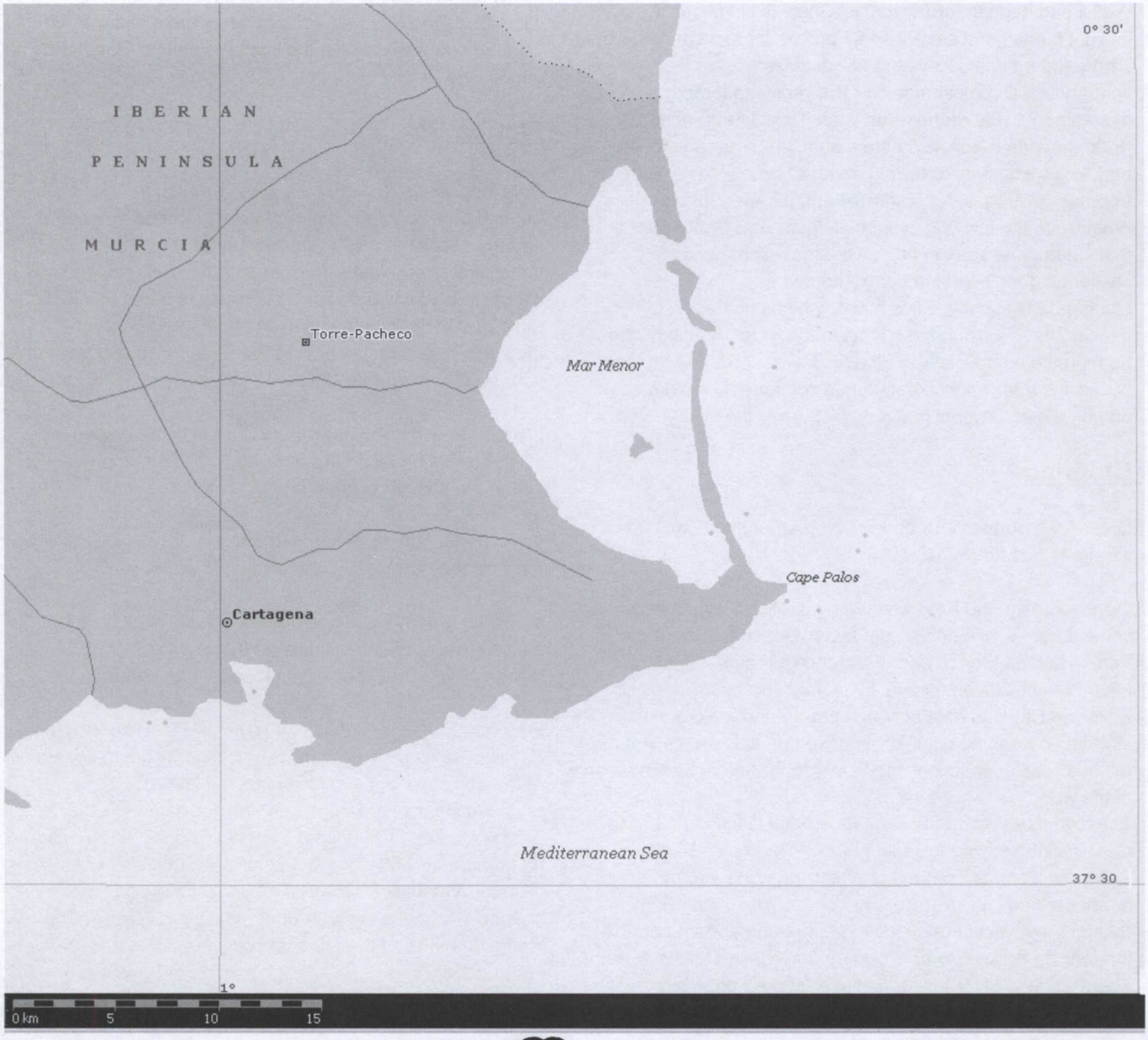
Originally, what is now called Mar Menor, was an open bay. At both of its extremes, volcanic rocks slowly started to trap sediments and sand from the currents. Eventually a sandy bar was finally formed, with dunes and wild vegetation, and extensive beaches, bathed by two seas: the Mediterranean and the Menor. La Manga is that narrow stretch of land, from 200 metres to 1.5 kms. wide. It is crossed by natural channels, which keep both seas linked; these so called "golas" allow water from the Mediterranean into the lagoon.

The area remained completely unspoiled until the sixties, when La Manga was finally 'discovered' as a tourist resort. It then experienced a transformation, with the construction of numerous apartment blocks, hotels, infrastructure, ports, sailing schools, and leisure facilities.

PCA Rally details -

The Cartagena rally; final details. Boats will assemble over the weekend of 12/13th Oct. There are facilities for craning in at Los Nietos marina, although small boats can go in over the beach. The main meet will be over 15/16th Oct anchored in the Mar Menor- just where depends on wind.

Please contact Mike (0034 630 689604 after Sept 26) in advance, especially if you're bringing a boat, so he can help schedule launching arrangements.



Florida Keys Cruising

Dave Peak

General

The Florida Keys stretch in a line from Miami Beach to Fort Jefferson, in the Dry Tortugas, in a southwesterly arc for 150 miles. They are bordered by two entirely different bodies of water

To the north, the Gulf of Mexico and Florida Bay which is a shallow triangle of water suitable for shoal draft boats and bounded to the north by the Everglades.

To the south is the Straits of Florida, through which the Gulf Stream pours out into the Atlantic. Most sailing on the southern side of the Keys is not really in the straits because the Keys have a protective barrier reef, which varies from 100 yards to 10+ miles offshore, allowing protected sailing inside the reef. To the south of the Keys, 90 miles across the Florida Straits lies Cuba but that's another story

Climate

Well it can happen, **snow** that is. Snow fell in Miami in 1977 as light flurries, but did not settle and as far as I can tell. Key Largo and the main Keys are still unsullied.

January is the coolest month of the year with temperatures averaging 71 (Fahrenheit) (oh yeah it's still Fahrenheit, miles, pounds & ounces in the states, hell even a lot of the bars know what you're talking about if you ask for a pint!). February averages 72, March 74 and by April 80. May breaks into the low 80s' and stays there until September but that's hurricane season and I wouldn't recommend challenging another Hurricane Andrew!

October to December sees mid day highs in the low to middle 70s'. Surrounded by this much water, humidity can be a problem especially in Florida Bay near the Everglades but strong trade winds keep things comfortable most days and on the occasional bad day, plop, over the side you go!

Clothing

Dress for a northern European summer and you can't go far wrong, but casual is KEY!

I tend to define the Keys as starting in Miami Beach and some if not all might differ, but Miami Beach feels different from mainland Florida and that is the essence of the Keys. Miami Beach lies on a sand spit across the headwaters of Biscayne Bay due east of Miami proper and makes a good starting or stopping point for a cruise due to the excellent air, rail and road connections in Miami proper and hence the rest of the world.

The high rise section of Miami Beach holds little to attract most sailing/cruising folks, but the Art Deco and South Beach sections of town make a nice interlude after a cruise or after a long journey by air, rail or car. The TV show "Miami Vice" was shot on location here and you'll recognise the feel almost everywhere you go, especially Collins Ave. There's plenty of marina space at a "Miami" price but anchoring out is available near Watson Island. This is especially useful in February as the site of the Miami Boat Sailboat Show is located here.

Government Cut is the major sea access to the Port of Miami with cruise ships coming and going, across the cut is Fisher Island the large Coast Guard station.

Cruising Southward - On leaving the Miami Beach area you'll be entering Biscayne Bay proper generally on a broad reach to a run headed for Card Sound approx. 40 miles to the south west. Don't worry if you got a late start and can't make the distance as several marinas exist and anchoring is easy in 10 - 20 feet of water.

CAUTION -

Most of Biscayne Bay is part of Biscayne National Park and anchoring should only be undertaken with information from the park headquarters on Convoy Point on Elliot Key. This anchoring caution applies in most places in the Keys these days as a lot of the areas are either a state or a national park and they are trying to limit damage to the coral bottom by laying permanent , helix screw moorings.

It's in Biscayne Bay that you'll need to make a choice of whether you want to take the inside route into Florida Bay or outside via Hawk Channel.

Florida Bay

Choosing which route to take south through the Keys can depend on a couple of different things, one being weather and the second is your preferred interests.

If the wind is any where from west to nor' nor' east (normally it's NE to ESE), you couldn't pay me to take the Florida Bay route due to the fact that the wind tends to drive every mosquito that ever lived out of the Everglades and toward your boat. Exaggerate? - I don't think so!

If your interests tend toward the laid back, back-to-nature style, Florida Bay is the way to go. You'll see more wildlife, canoeers, sea-kayakers & old-style Florida.

If you prefer fishing, diving, more modern water sports and facilities the outside (Florida Straits) is where you'll be headed.

Me.... I'm greedy I use both routes usually Florida Bay southward and Florida Straits on the way back north..... unless there's that northerly component to the wind.

Fortunately, if you choose one route and feel like a change, 70 miles down the Keys you can change by going under one of the two 65' bridges at Mile Marker 1170 (you can clear a 65' bridge can't you) (Channel Five Bridge) or Mile Marker 1197 (Moser Channel Bridge). These mile markers refer to the mile markers of the Atlantic Intra Coastal Waterway, a connecting series of rivers, bays, channels, lagoons etc. that offer mostly protected sailing along almost all of the US east coast but again that's yet another story.

Florida Keys Cruising

Dave Peak

South via Florida Bay

After passing Hawk Channel, Biscayne Bay starts to get shallower near Featherbed Bank but navigation markers are excellent and the bottom is normally sand (we hope). You're now approaching the longest of the Keys - Key Largo, yes there is a Caribbean Club Bar from the movie starring Bogie, Bacall and Edward G., actually the original burned down, but the current proprietors try and give the flavour of the movie. You're now officially in Conch Country. The conch is the preferred edible mollusc of the Keys and is endemic to the lifestyle down here. A native of Florida is a "cracker" and that can sometimes be regarded as an insult but if you live in the Keys you're a "conch" (konk) and damned proud of it.
For movie buffs who might also be interested in more Bogie, there's an "African Queen" available for short harbour cruises. Me..... I remember all the problems they had with that boat.
There's plenty of marinas and anchoring available in Barnes Sound, Jewfish Creek, Buttonwood Sound area before entering Florida Bay proper.
On entering Florida Bay is the beginning of the Everglades National Park and the next 50 miles due west to Cape Sable are hundreds of uninhabited islands, uninhabited that is by humans, but overflowing with wildlife. It's estimated that nearly 300 types of birds, 600 kind of fish call the Everglades home. 45 types of plant are found nowhere else on earth. What does this mean to you and me... bring lots and lots of film. In 1993 on a 4 day 'glades trip I thought 10 rolls of film would be enough.....next time I'm doubling that !

Key Hopping to Key West

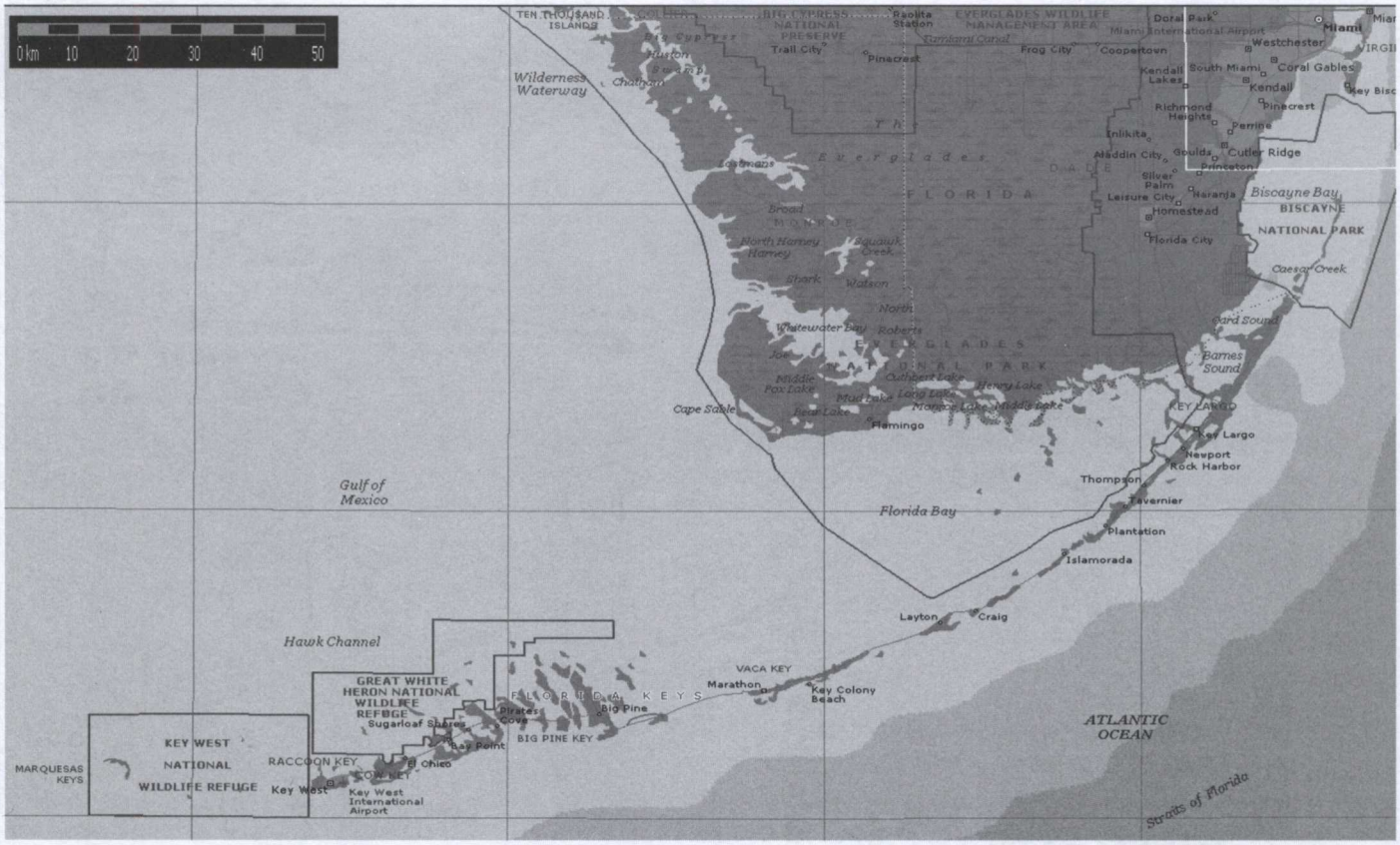
A cruising spinnaker or a really big jib is useful here in Florida Bay as winds tend to be lighter here.
Slow drifting speeds tends to fit in well here with the generally slower pace of life both on the water and ashore.

This slow progress, has some advantages as there probably will be numerous groundings. I know that there's no other area where I've had so many minor groundings, but it's a simple process to push off again (even when I took my monohulls down there). There's a saying that if you don't run aground, you haven't been anywhere....well I've definitly been to to Florida Bay!

A couple of times I've been able to trade a couple of cold beers for a pound or two of freshly caught fish, just by flagging down a fisherman's boat. I've found this is pretty rare in the rest of the US, except perhaps for the Carolina Sounds.

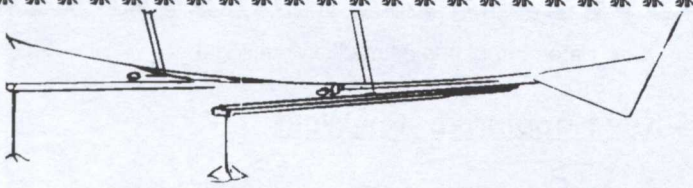
There is a turtle rescue and refuge centre about 2/3rds of the way down towards Key West at Big Pine Key (I think) that I found fascinating as a former "Turtle Patrol" member when I lived in NE Florida for a while.

To be continued next issue

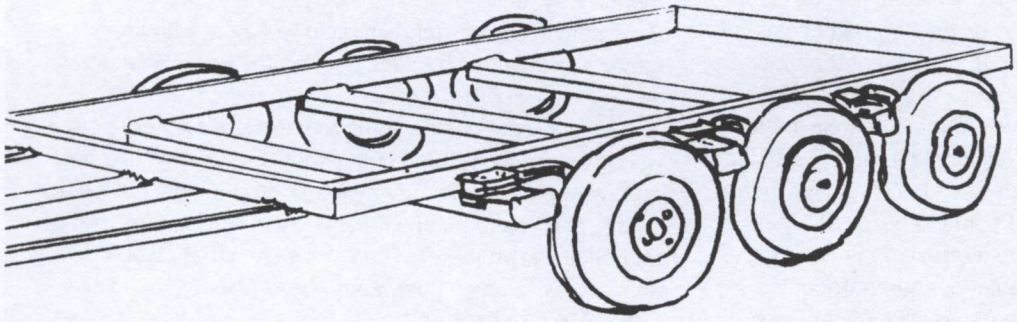


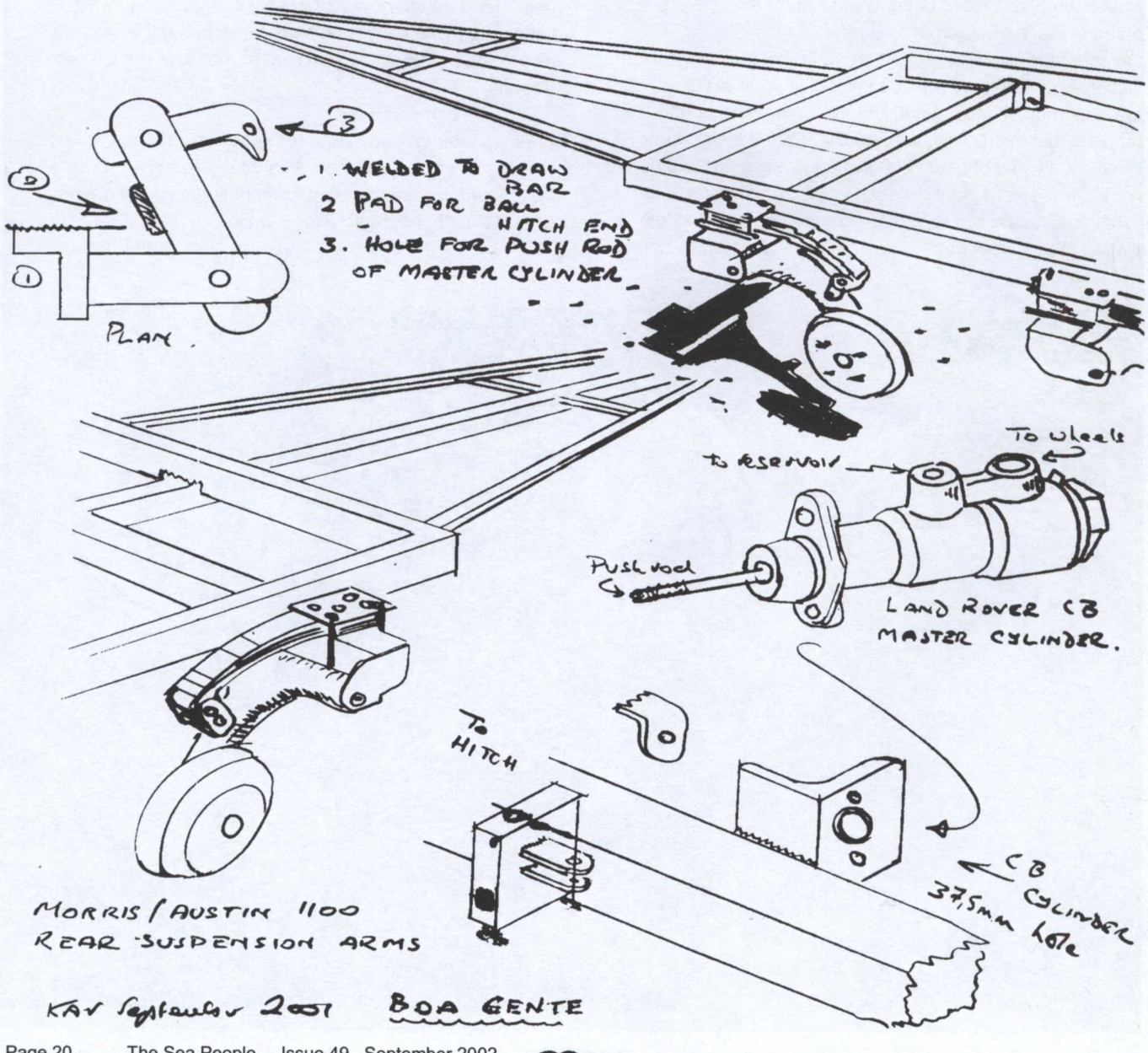
Trailer Tips with larger boats in mind

Keith Viewing



TANGAROA MK I
35ft. overall.
Weight about 1.25 tons per hull

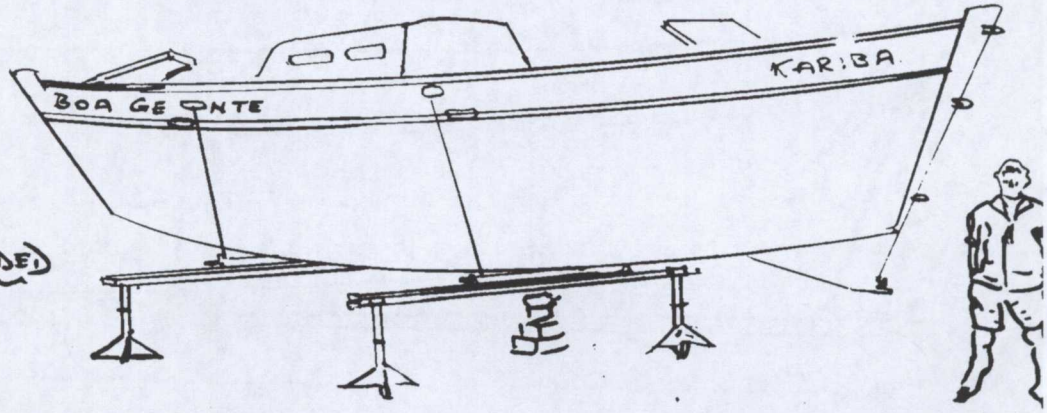




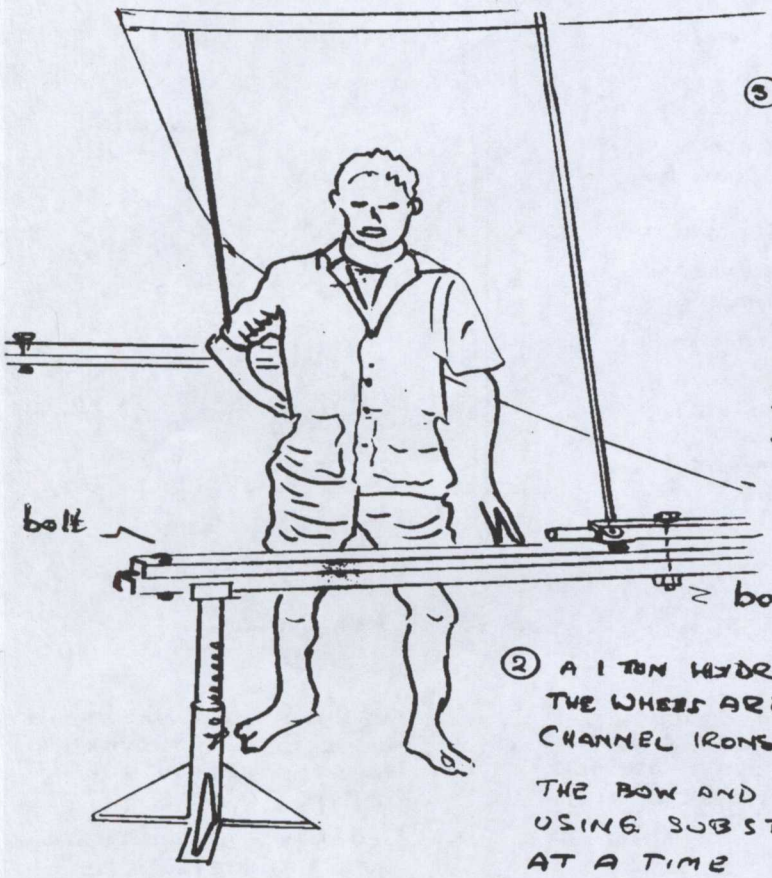
KAV September 2001 BOA GENTE

Trailer Tips with larger boats in mind

Keith Viewing



LOADING A TRAILER SINGLE-HANDED



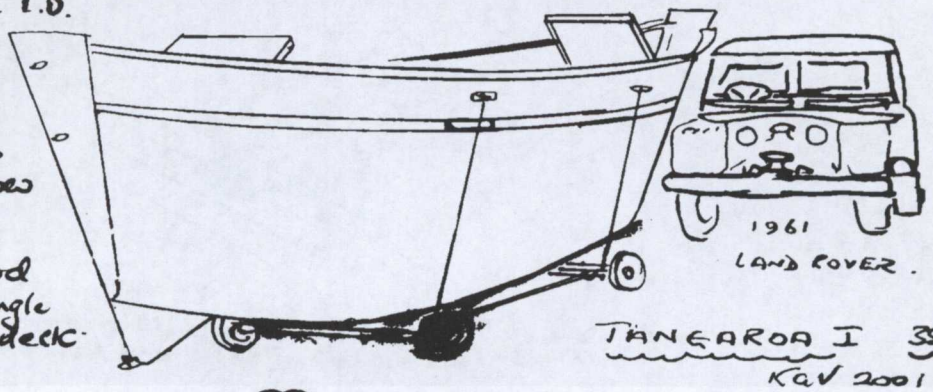
③ AT CONVENIENT HEIGHT, SAY 24", THE 6 WHEEL TRAILER IS SLID UNDER THE HULL, AND BETWEEN THE AXLE JACKS.

THE 2 x PAIRS OF CHANNEL IRONS ARE REMOVED AND FIRST ONE, AND THEN THE OTHER 1.5" square AXLES ARE SECURED TO THE FRONT AND REAR CROSS-MEMBERS OF THE TRAILER BY SUBSTANTIAL U BOLTS.

② A 1 TON HYDRAULIC JACK RAISES THE AXLE, THE WHEELS ARE REMOVED AND TWO 3"x1½"x10 lb CHANNEL IRONS ARE BOLTED UNDERNEATH

THE BOW AND STERN ARE RAISED ALTERNATELY USING SUBSTANTIAL AXLE-JACKS, A LITTLE AT A TIME

THE AXLE JACKS HAVE A BASE OF 18" ON FEET OF 2"x¼" plate AND WEBS OF ¼" PLATE. THE BASE PILLAR IS 12" high ID 50mm O.D. 60mm. THE CUP IS 104mm x 51mm CHANNEL WELDED TO PIPE 48mm OD, 39mm I.D.



① THE HULL RESTS ON 1.5" square axles with 4 x wheelbarrow wheels.

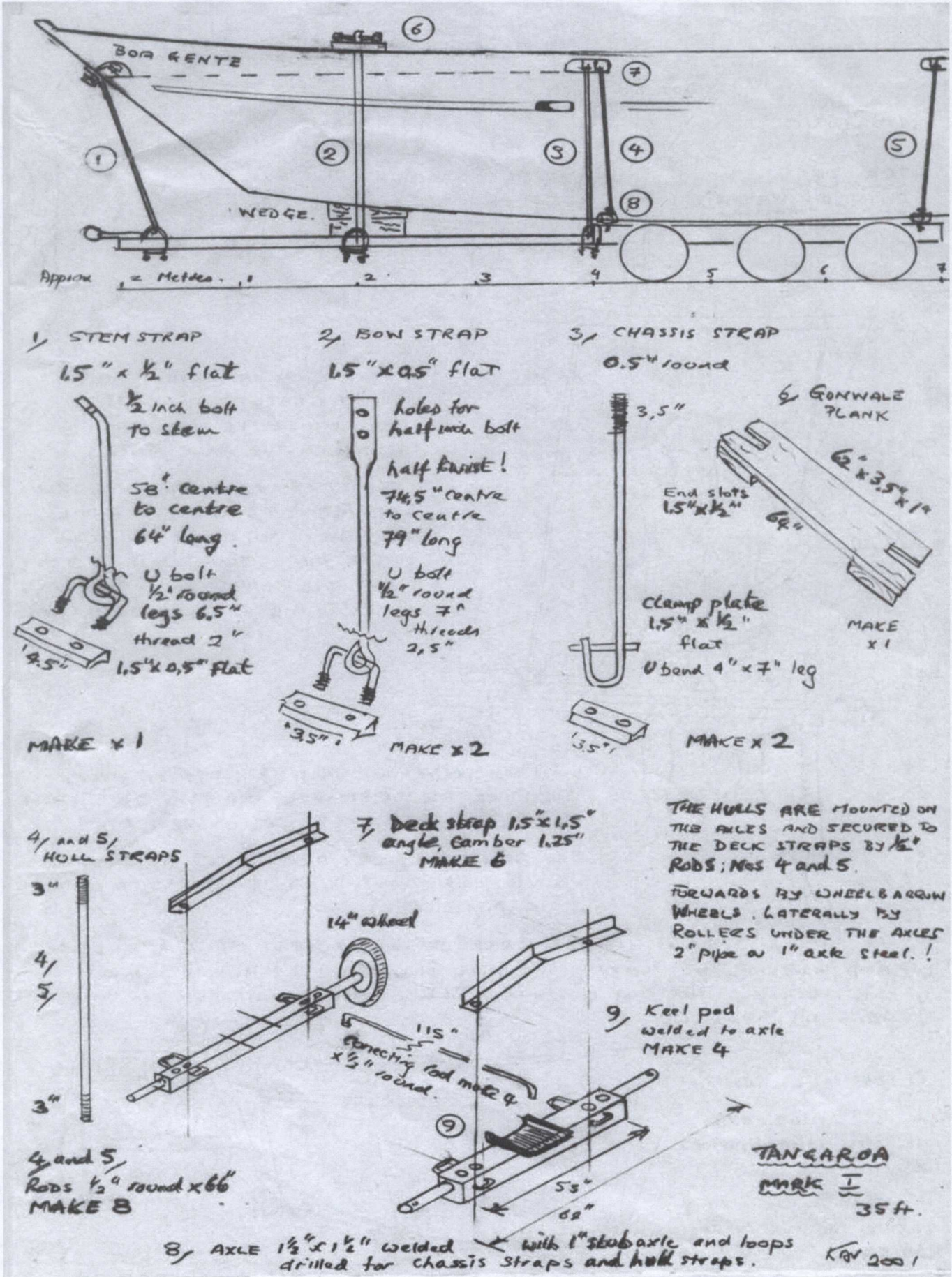
Tie rods of 0.5" rod secure the hull to angle iron straps over the deck.

TANGAROA I 35ft

KaV 2001

Trailer Tips with larger boats in mind

Keith Viewing



News from the Starboard Hull

This column will deal with any and all issues to do with stores, food preparation and storage, ships maintenance etc.

Sorry if you're on a salt free diet –

- because this issue we're going to be dealing with salted cod. The history of salted cod originates with the Vikings who from the 8th century preserved gutted & split fish by drying them in their cold, dry air. This meant they had a protein source that stored for several months. Some 400 years later, the Basques improved on this technique by first soaking the cleaned fish in a brine solution before drying. This improved technique meant a substantial increase in storage life.

Salting your fish

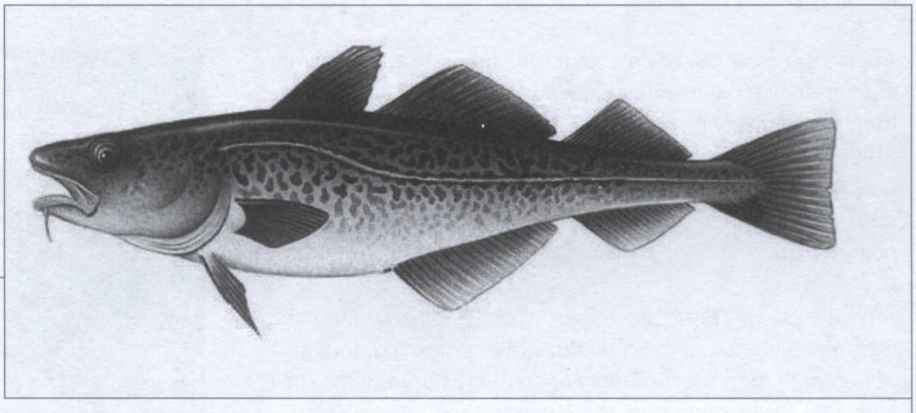
After you've caught your own cod (other whitefish), de-head, de-scale and gut fish and cut in sizes to your convenince (container size, your usage size). In the container (I knew Tupperware had a real use), insert some very fine muslin cloth and put down one layer of salt, then a piece of fish skin side down then another of salt. Repeat for succeeding layers and finish with a top layer of salt. The container should allow for drainage of moisture, muslin retaining the salt. Salt bought from a supermarket will make this an expensive operation, so check with your friendly restauranter where they buy their bulk supplies of salt.

Preparing for cooking

To remove the salt from the cod, the fish will need a number of soakings which will depend on the size of the salted cod piece being prepared. For a 1lb (450gm) piece, soak in cool, fresh water for approx 36-48 hours, changing the water every 8 hours. The last soaking can be in milk for improved taste. Larger pieces should be soaked for 3 days and smaller for 24-30 hours.

The hero of our story.

Cod is the perfect fish for preserving as it's fat is totally concentrated in it's liver. If cod is not available other whitefish in general are preferred over their oily cousins, mackerel, tuna etc.



RECIPES – The fact is that salted cod has been around European cultures for close to a thousand years. There are countless recipes from Scandanavia, British, Dutch & Mediterranean kitchens and most of their former colonies. Here's just one, from one of my favorite haunts,Nawlins (New Orleans).

Salt Cod (Creole style)

De-salt fish (as above)
1 lb. Salted codfish
Butter (or Oil) for greasing the baking dish
2 tbsp. Butter
1/2 cup white wine
1 can of tomato paste (or 1/2lb chopped tomatoes)
1 tbsp. Flour
1 large onion, diced
2 cloves of garlic, minced
1 tbsp. Minced parsley
1 cup water
Salt and pepper to taste

Preheat the oven to 350°F. Remove the fish skin and bones (If you're buying your salt cod you can have it boneless or with the bone still in, some cuisines prefer it with the bone for greater flavour). Lightly grease the baking dish and put the cod fillets inside.

In a large saucepan, melt 2-tbsp. butter over medium heat and add the onions and garlic. Sauté until golden. Add flour and mix until well blended. Seperately, mix the water, wine and tomato paste until lump free, then add to the saucepan. Stir over medium heat for about five minutes, then pour the mixture over the fillets. The tops of the fillets should be above the broth. Bake 30-40 minutes until the tops are brown, serve immediately. This recipe can also be done in a large pot, but the fish absorbs a lot of the broth's flavor in baking. Makes 4-6 servings. Serve with garlic flavoured potates (any style).

"Cool Change" - Across the Atlantic (Part II)

Robert Sheridan

This article summarises the East-West transatlantic trip I did in 2001 and includes my own views on doing a crossing. Much of the article is subjective and I hope others will contribute their views for collation and printing in a later magazine.

The Trip

The crossing was done in May / June from the Canaries to the USA via the Caribbean on Cool Change, a cutter rigged 46 foot Oro with an inboard diesel with a 'scaffold pole prop shaft'.
There was a four person crew (Myself, John, Frank and Tom), I was skipper and cook. We started in Las Palmas, Gran Canaria. The planned route was go south to the latitude of the Cape Verdes (19 North) and turn west there for Antigua and then Fort Lauderdale before heading north up the US coast. Our departure from the Canaries was delayed as the harbour master had issued a strong winds warning. The problem is the acceleration zone between the islands, the dangers of which were visible on a large ferro-cement mono which came in from the other side of the island whilst we were waiting.

Apart from a couple of days of terrific beam reaching when we turned west, the winds were light, often southerly rather than the normally prevailing NE, and abaft the beam; which made it a slow trip so we used the spinnaker most of the way across. The spinnaker had a sock so it was easy to douse which made a big difference to how long we could hold on to it.

After the Cape Verdes we saw a lot of flying fish during the day and evidence of them on deck in the morning, though not enough for a meal. They also provided entertainment at night: Whilst steering near the Cape Verdes I had a flying fish hit me in the chest and going up to Beaufort I had one go clean across the boat, down the weather hatch and land in the sink. The first I knew about it was the noise of a tin plate rattling about in the sink.

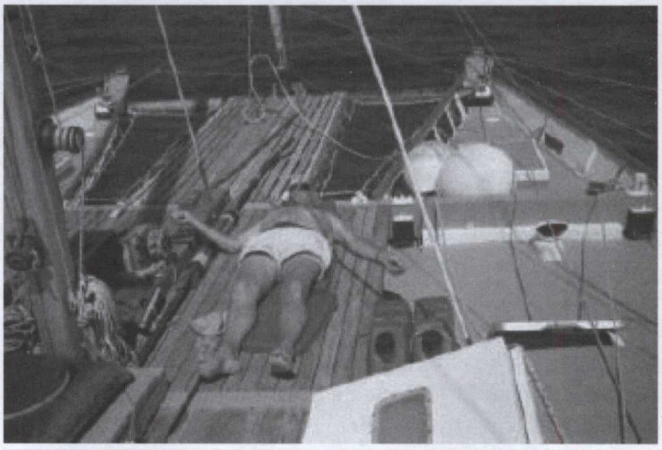
After 4 days of near calms half way across we changed our track when the wind filled in to be further south and changed our intended landfall from Antigua to St Maartens.
We saw a number of ships, including a couple of fishing boats which were drifting without any crew visible. We tried calling the ships on channel 16 to get weather information, but only one responded; This may be because of the introduction of DSC, it might have been worth trying bridge to bridge or port operation frequencies if we needed to speak to them.

Arriving in St Maartens was memorable as it was my first time in the Carribbean and the beaches really are white and the sea turquoise. You anchor by looking over the bow to pick a sandy patch to drop in.

From St Maartens I decided to go up the outside of the islands and cut through the Providence channel to Fort Lauderdale. The reasoning was that it would simplify navigation as we would not be going up a channel; However, we had a contrary current for a lot of the way and crossing the Gulf stream was even slower than I anticipated. So if I did it again I think I would either go up the whole way on the inside or cut in earlier to get across the Gulf stream before it strengthens along the Florida coast.

Our arrival in Fort Lauderdale in the late afternoon was interesting: first of all we had to get under a lifting bridge to get into the ICW and then, as dusk was falling, there was an alarming noise from the engine (later diagnosed as a blown silencer) so we launched the dinghy and used it as an alongside tow up to the town moorings were we anchored as all the moorings were taken. The following day one of the moorings came free on the other side of the anchorage and we warped over to it.

I was able to clean the hulls by snorkelling, very different from going in the water in the UK, but you need to be careful as there is a strong current.



Rob's Boat Bread Recipe

1 sachet of active dried yeast
I teaspoon of sugar
Salt to taste
500gms strong flour
1 tablespoon of oil (optional)
Water
Mix a small amount of water with the sugar and yeast in a large bowl and put out on deck until it froths up. Add all the other ingredients and kneed together adding water as needed, the aim is to get an elastic dough which does not stick to your fingers. Cover the bowl and put out in the sun until the dough has double in size. Punch the dough down and kneed it into a loaf shape. Put on a baking tray, cover and leave to double in size. Bake in a moderate/hot oven until brown (20-30 minutes). Put on a rack to cool before eating.

"Cool Change" - Across the Atlantic

Robert Sheridan

Living Aboard

I baked bread (recipe included), bread pudding, scones and fruit cake. The bread baking was helped by being able to prove the dough by simply putting it out on deck!! Meals generally revolved around pasta or rice and some sort of sauce, but I also made lentil burgers and cole slaw for variety. I had taken a selection of herbs and spices, of particular use was curry paste (Patak's rogan josh).

Because cats are so stable, we were able to stack the washing up on deck to dry and generally had an easier time than if we had been 'rolling down the trades'. This also meant that at no time on the trip, even going down the big seas in the Portuguese trades, did I need a strap to steady me in the galley.

We had a fishing line out most of the way but only caught one fish (a dolphin fish, similar to a tuna). When I talked to other cruisers they said that this is normal. Two tips for fishing: 1) have a 'priest' to hand when you land a fish; 2) surgical spirits in the gills subdues a fish fairly quickly.

As we had no rain until after St Maartens and a slow trip, careful rationing of water paid off. On the leg from St Maartens to Fort Lauderdale each person was allocated a 5 gallon container for their personal use (washing, laundry, etc.) rather than share a communal supply; this worked well.

Whilst under way Frank built a bimini over the cockpit with wood from a skip and a spare piece of canvas, this was essential as we were hand steering, the auto helm having failed, and without shelter from the sun steering would have been at best fatiguing.
We used my short wave radio to pick up weather information, we would have benefited from an external antenna. When you get close in to the US it is worth having a VHF which has US frequencies as they have a number of weather channels which broadcast information continuously.

Some Observations

- Do not assume that everything will continue to work during the trip, have a backup for key systems such as the steering and carry spare line, blocks and other generic kit.
- Do not assume an electric auto helm will be reliable, they are notorious for breaking down and use a lot of battery power so you can lose it through mechanical, battery or battery charger failure.
- Be careful that the crew does not get dehydrated or sun burnt as it effects their ability to sail the boat, or do any thing else.
- Make sure that the ground rules for running the boat are agreed before-hand by everyone.
- An alongside tow with a dinghy is an effective way of manoeuvring a boat, but you need to ensure the helm and the person in the dinghy can communicate. We manoeuvred in the anchorage with the dinghy on the lowered ramp so that we could see each other.
- Prior to any action make sure that everyone knows what is going to be done, how and who is doing what, then double check that they understand what they are to do.
- Not everyone can adjust to water tasting different so carry something to flavour it.
- Do not make assumptions about what provisions will be available in a port, you may need to change your menu plans.
- Long distance, offshore sailing is a different way of living and you have to learn not only self reliance but also to accept that you are at the mercy of the weather. This seems obvious but western life styles accustom us to being insulated from nature and having experts and assistance readily to hand.

Letters Letters Letters Letters Letters

Do send us letters and postcards, emails, telegrams and porpoise post. It's good to hear how things are going in your part of the world, and to share your concerns.

(Extract from letter dated 15/08/2002)

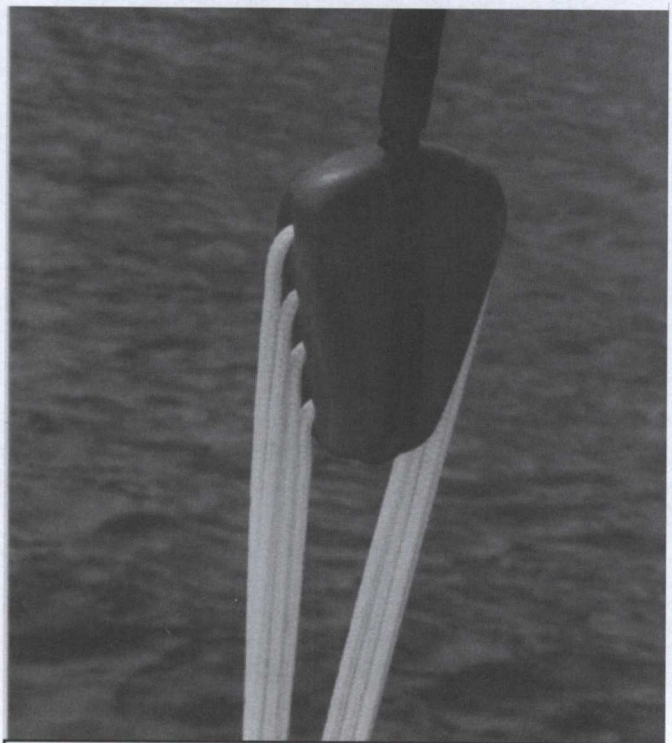
.....

The insurance company insists that we must leave Britain by the first of September or else phone them and we are pretty sure that the insurance coverage for waters beyond Britain would be withdrawn for the winter if we are not gone by then. So we are hell bent to get away from yet another British winter.

After Swansea, we will head for Spain and if all goes well, we may make the trip directly. We have a complete crew aboard to Swansea with Nev, me, Mike, Kieran, Keith, and Alan who is a new friend. Alan is highly qualified and experienced as a yachtmaster offshore and is a Wharram catamaran enthusiast and member of the PCA. He is also a great boat cook, good laugh, and strong. Mike and Kieran will go back home at Swansea and the four of us will continue to perhaps Bayona. John Barker has not phoned me back so I do not think he is coming. We know that there are still many "gremlins" aboard - things that need to be improved, things that we forgot, things we did dead wrong, etc. With all these folks, we can be pretty sure of having enough skill and energy aboard to make the changes needed. Certainly we will have the supplies. And yes, I did remember to lash down the epoxy glue.

.....

Ann (& Neville Clements)



Beautiful hardwood deadeye seen on Peace4 before their departure from Bristol headed for Iberian peninsula.

The Pushpit.....

Dates for your diary -

***Nov 20th* deadline for next magazine materials**

PCA Summer events

Sept 21 PCA AGM Southampton, UK
Sept 21 Vienna, Austrian Social
Sept 27-29 France, Trois Islets, Hyeres Rally
Contact Dave Peak
Oct 11-13 Spain, Cartegena Rally
Contact Mike Wynn
Oct 2 5-27 Autumnal Poole Rally
Contact Ken and Anita

Dec 13th Paris Social (Salon Nautique 2nd Sat)
Jan 11th London Social

We love the pca!
Any word on a meeting in the fl. keys?
looking foward to no. 49
Roger & Linda Salmon (via e-mail)

Hi Roger & Linda,
I'm trying to arrange with Roger Ayres for a winter (Feb – Miami sailboat show ?) Keys meeting. Hopefully we'll have some news in time for the next magazine (December). We have several members in the Keys (both building & sailing) so other volunteers are welcome. Any volunteers can expect support from the PCA committee (even if we're somewhat remote) In the meantime I hope you enjoy part 1 of "Florida Keys Cruising " (page 18 & 19).

All the best, Dave Peak

Dear Seapeople

Please could you send 5 more back issues of Seapeople magazines as follows, 22, 23, 24, 25, 26 .
I've read all the ones I have about 3 times already and can't get enough.
Building my Tiki 21 is carrying on at a moderate pace with most of the bulkheads/ sides etc epoxied.
Regards
Bob Bertram

FYI,
Fair winds to all (I will launch tomorrow my Tiki 26 and sail to Buenos Aires next week end) *(received 13 Aug)*
Best regards, Luis (Estevez) / "Polynesia"

Congratulations Luis,
We hope we'll be seeing some photos soon as you move towards your Southern Hemispheric spring & summer.
All the best, Dave Peak(PCA Editor)

Support your Association
And spread good fortune....

With a lucky PCA burgee and clothing too
your voyage is assured of success.....
Reading matter? Back numbers of course!

Committee member Gerald Winkler shows
our Burgee in the Adriatic That's the way to do it!

RED BURGEES, SEWN-ON WHARRAM LOGO BOTH SIDES.....£12 INC. P&P

TEE-SHIRTS (round neck).....£12 EA + P&P
POLOS/TENNIS(collar + buttons).....£15 EA + P&P
SWEATSHIRTS.....£16 EA + P&P
BACK ISSUES...of Seapeople.....£3.50 EA INC. P&P

BUY IN BULK .....5 ISSUES... £15 INC. P&P.....10 ISSUES...£25 INC. P&P

POSTAGE ON CLOTHING ITEMS:

UK: £2.50 FIRST ITEM, £2 EACH EXTRA ITEM
EUROPE AIRMAIL: £3 PER ITEM
WORLD AIRMAIL: £5 PER ITEM

PAYMENT WITH ORDER, IN STERLING CHEQUES AS PRICED ABOVE, OR PLEASE ALLOW £5 FOR OUR CURRENCY CONVERSION COSTS. THANK YOU!

OUR NEW ADDRESS: PCA ORDERS, 118 HOWETH ROAD, BOURNEMOUTH, DORSET BH10 5NS, UK.

I have read the building instructions very carefully for the Tiki 21 and nowhere does it say anything about shovelling mud. Luckily I didn't lose anything in the August flooding of Austria, I only gained... 7 cubic meters of mud.

Happy building. Tom (Venning) *(Glad you're not too despondent Tom, Ed)*

DITTY

DITTY BAG DITTY BAG DITTY BAG DITTY BAG DITTY BAG DITTY BAG DITTY BAG DITTY BAG DITTY BAG

Free Advertising in the Ditty Bag for all PCA members. Boats, plans, or bits and pieces For Sale or Wanted.
Offer or seek services as captain, crew, cook, bottle washer or bottom scrubber.

??? NEED A PLACE TO BUILD ???

If you are in commuting distance from Manchester then we have a perfect workshop building at the New Mills Marina in the Peak District.
Join the T31 already under construction and take advantage of our special discount Chandlery and workshop tools.

Ring Kit Brammer 01663 741 310 or email kit@newmillsmarina.com for details. Eve 01280 706445

WANTED – USE OF BOAT IN AUSTRALIA
Looking for a 26-40' Wharram for the months of December, January & February. Prefer Queeensland based, but Sydney waters OK too.
Will pay but prefer to offer to do boat repairs/improvements (structural or cosmetic).

davep@pca-seapeople.org

Financial & Sailing references provided on request

"For Sale NAVTEX receiver - ICS NAV - 4 Plus – A fully automatic 518KHz printing NAVTEX receiver with NMEA data logging facility and automatic station selection. Complete with shelf/bulkhead mounting bracket plus panel (flush) mounting kits & ICS Nav-4 plus user guide. Never again miss that weather forecast, safety or navigation alert. Price - £200

14 x 14" LH Propeller New propeller to fit Sillette Sonic Catamaran Drive Leg. Price - £60
Lewmar tapered portlights (LH + RH) Removed from Pahi 42 deck pod following re-design. Portlights serviceble. £ Offers.

Contact - Peter Richardson 01389 750859 (UK) or toroa.1@rya-online.net

FOR SALE - TIKI 21 – with purpose built road trailer, tender, 3.5hp O/b, new sails. All in good condition. Currently moored in Portsmouth harbour (try before you buy!). Owner moving up to larger craft.

Tel 01225 707142. £3,600. Mike Duckett

FOR SALE Hinemoa 80% completed project

This cat has had an extensive refit to date, including new cabin tops, decks, new beams (now on Tiki style lashings) etc, etc. Interior refit needs completing, along with some minor cosmetic work.
Mast and rigging are all in good order, there are two brand new sails with this cat (fully battened main and genoa on furling gear, which have never even been run up the mast (£600)), a 7.5hp 4-stroke honda engine for auxillary power (not that the cat needs it) along with spare sails (main, genoa, cutter jib) 10 ft Avon inflatable tender.
Unfortunately for sale due to lack of time to complete and sail myself.

£1950 ono Contact Si Belk Tel +44(0)1472 321753 e.mail sbelk@nickerson.co.uk or simon.l.belk@ntlworld.co.uk or snail mail as year book.
This cat is at present berthed at Humber Mouth Yacht Club , Cleethorpes, Lincolnshire

FOR SALE –Plans for Pahi 42 (#122) £900 or near offer. Mint Condition – Includes Modification Sheets
Unable to see my way clear to build in the foreseeable future, so reluctantly these plans are for sale. Guaranteed no boat built from this set of plans.

Hugh Jenkins Tel +44 (0) 1633 422279
Robinwood, Belmont Hill, Caerleon, GWENT NP18 1JX

- HITIA 14 for sale The price is 1850.-€ .

Well built in 1999, wooden look – only a few hours sailed. Full details & pix online via Austrian Wharram Circle.
<http://members.blackbox.net/AustrianWharramCircle/index.htm?bb=1> "HITIA14 FLO".

Peter (Weigel) weigel@wtal.de